

BookletChart™

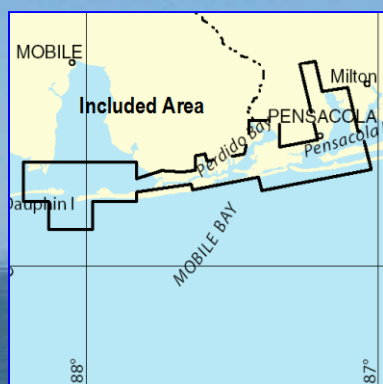


Intracoastal Waterway – Santa Rosa Sound to Dauphin Island

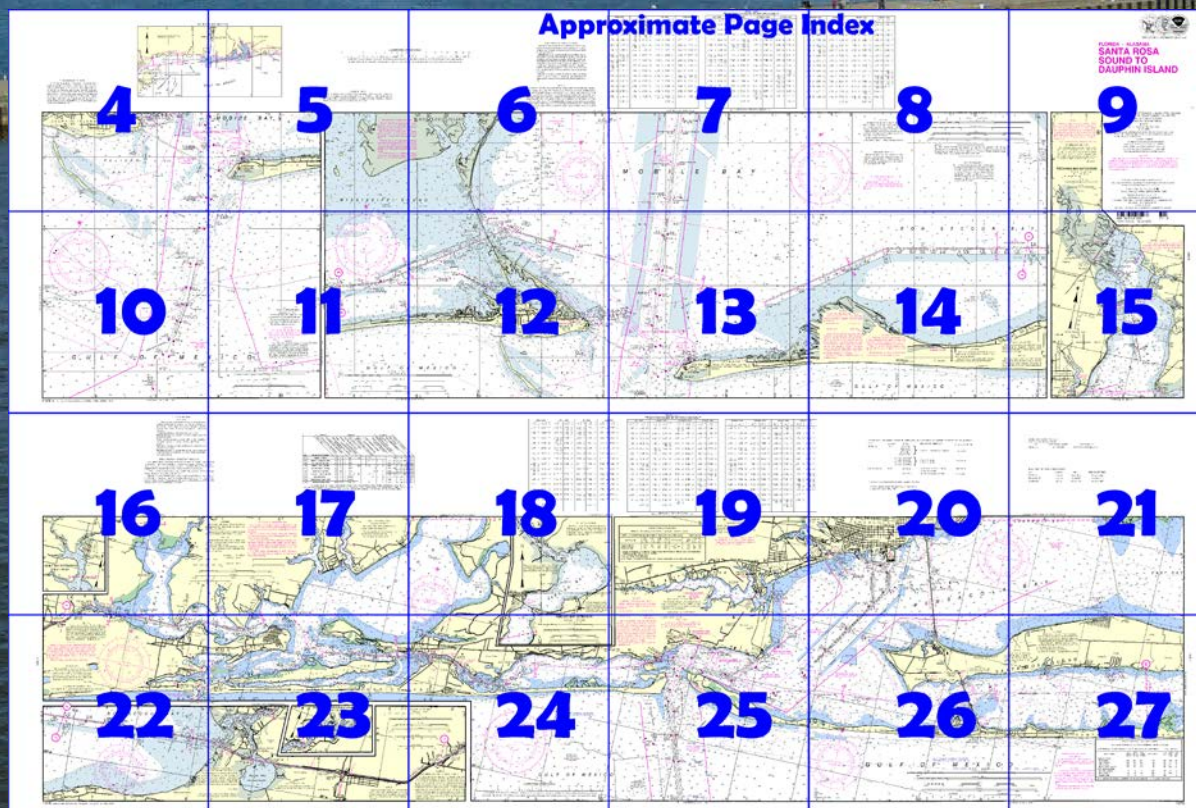
NOAA Chart 11378

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

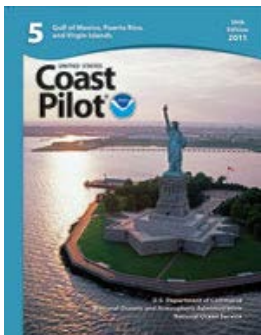
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11378>



[Coast Pilot 5, Chapter 9 excerpts].

Escambia Bay. The depths in the bay shoal gradually from 15 feet at the mouth to 7 feet in the upper reaches. A dredged channel, marked by lights and daybeacons, leads from 2 miles above the entrance to the bay to 6.1 miles above the mouth of Escambia River. The depth was 7.1 feet (10.0 feet at midchannel) to the mouth of Escambia River, thence 3.6 feet (5.2 feet at midchannel) to the head of the Federal project.

Blackwater River. The depth was 7.0 feet (7.2 feet at midchannel) through the bay to Daybeacon 22; thence 4.5 feet (7.9 feet at midchannel) in the bay and the river to the town of Milton. The channel

is marked by lights, daybeacons, and buoys.

Numerous wrecks, submerged piling, and other obstructions constitute hazards in Blackwater River. **Wright Basin** and **Marquis Basin** are filled with such obstructions.

Daybeacons 6 and 8. Several small-craft facilities are in the coves.

Cotton Bayou has a marina where berths, gasoline, water, marine supplies, a launching ramp are available.

Old River; a depth of 5 feet could be carried through the river with local knowledge.

The **danger zones** of two Air Force proving grounds have been established in Santa Rosa Sound, The Narrows, and the Gulf. (See **334.710** and **334.730**, chapter 2, for limits and regulations.)

Unexploded ordnance lies on the bottom a mile offshore from Santa Rosa Island, about 8 miles W of Choctawhatchee Bay Entrance.

Vessels should approach the harbor through the prescribed Safety Fairways. (See **166.100** through **166.200**, chapter 2.)

Dangers.—East Bank and **Middle Ground** form an extensive shoal area that extends 1.6 miles S from the W end of Santa Rosa Island. **Caucus Shoal**, with depths of 2 to 18 feet, extends 1.5 miles S from the W side of the entrance. Because of shoaling on the E side of the entrance, large vessels are advised to navigate as close as possible to the range line.

Shipping Safety Fairways.—Vessels should approach Mobile Bay through the prescribed Safety Fairways. (See **166.100** through **166.200**, chapter 2.)

Anchorage.—Vessels should anchor in the Mobile Bay Anchorage, S of and between the safety fairways. (See **166.100** through **166.200**, chapter 2.)

Dangers.—Shoals extend about 4.5 miles S and W of Mobile Bay entrance. **Southeast Shoal**, covered 3 feet, is on the E side of the Bar Channel, and **Sand Island Shoal**, covered 1 foot, and **West Bank**, covered 3 feet, are on the W side.

The wreck of the Civil War vessel TECUMSEH is N of Mobile Point Light in 30°13'47.5"N., 88°01'37.5"W. The wreck is marked by a buoy with orange and white bands. The vessel is reported to be in an unstable condition, and ammunition and powder aboard the wreck could be detonated if the vessel shifts. Mariners are cautioned not to anchor in the area of the buoy and to reduce speed producing as little wake as possible when transiting Mobile Channel between Buoys 15 and 17. A nearly continuous spoil bank extends along either side of the bay channel from just inside Mobile Bay entrance to the mouth of Mobile River. Through these spoil banks are several charted openings for passage to various points in Mobile Bay.

Fish havens.—Fish havens, consisting of concrete pipe, lie within a 3.5-mile-square area which extends offshore from 2.7 miles to 6.2 miles E of Mobile Point.

Fish havens, consisting of old automobile bodies lashed together, scrap iron, and concrete, have been or may be established on the bottom along the 10-fathom curve off the Alabama coast.

Ferry.—Scheduled daytime ferry crossings are frequent between Fort Gaines and Fort Morgan. The ferries monitor VHF-FM channel 16.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

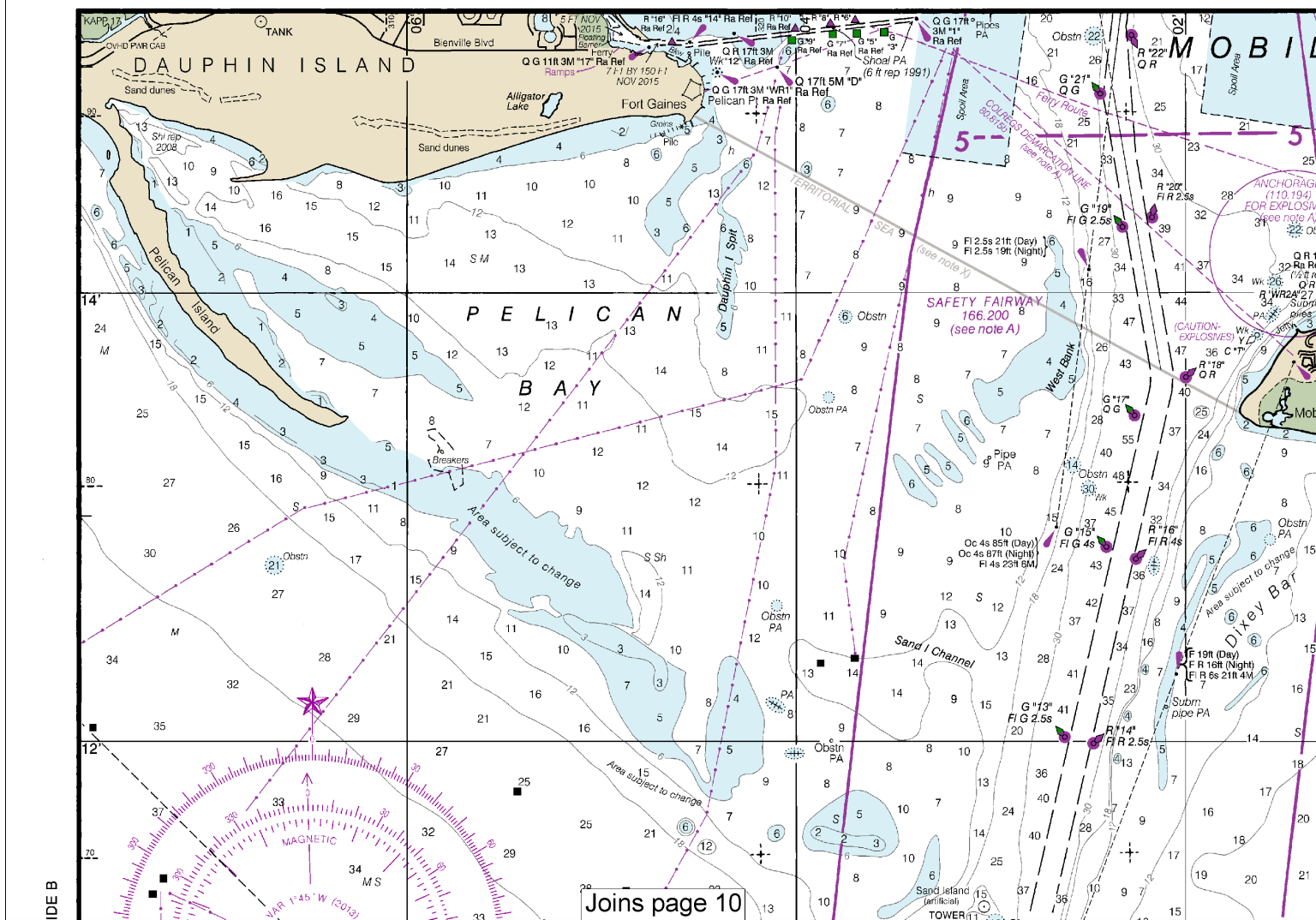
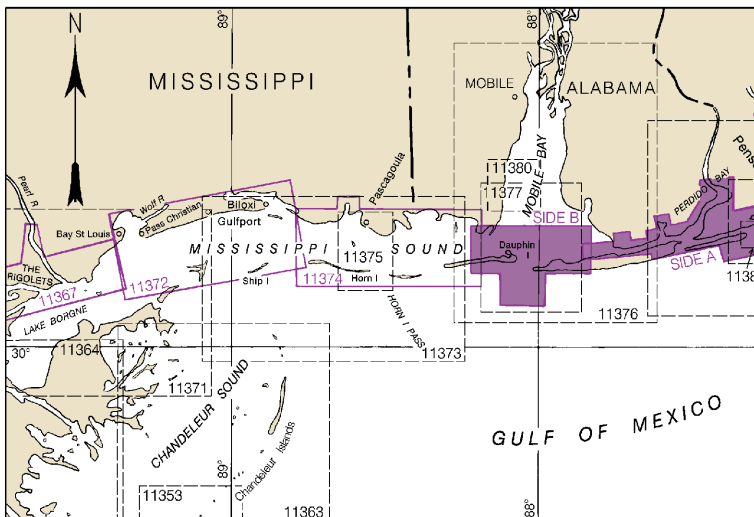
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



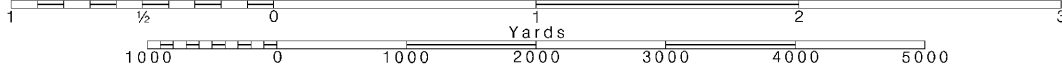
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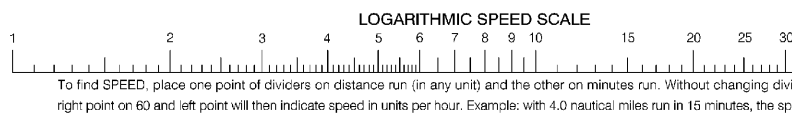
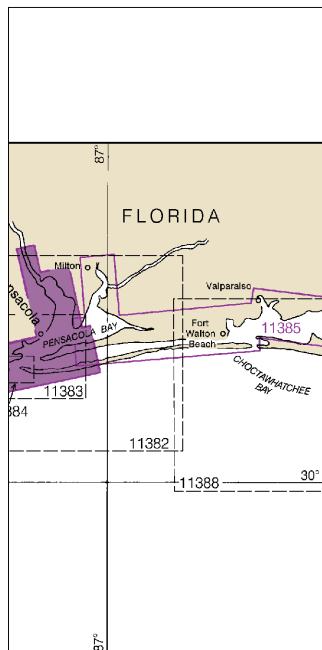
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

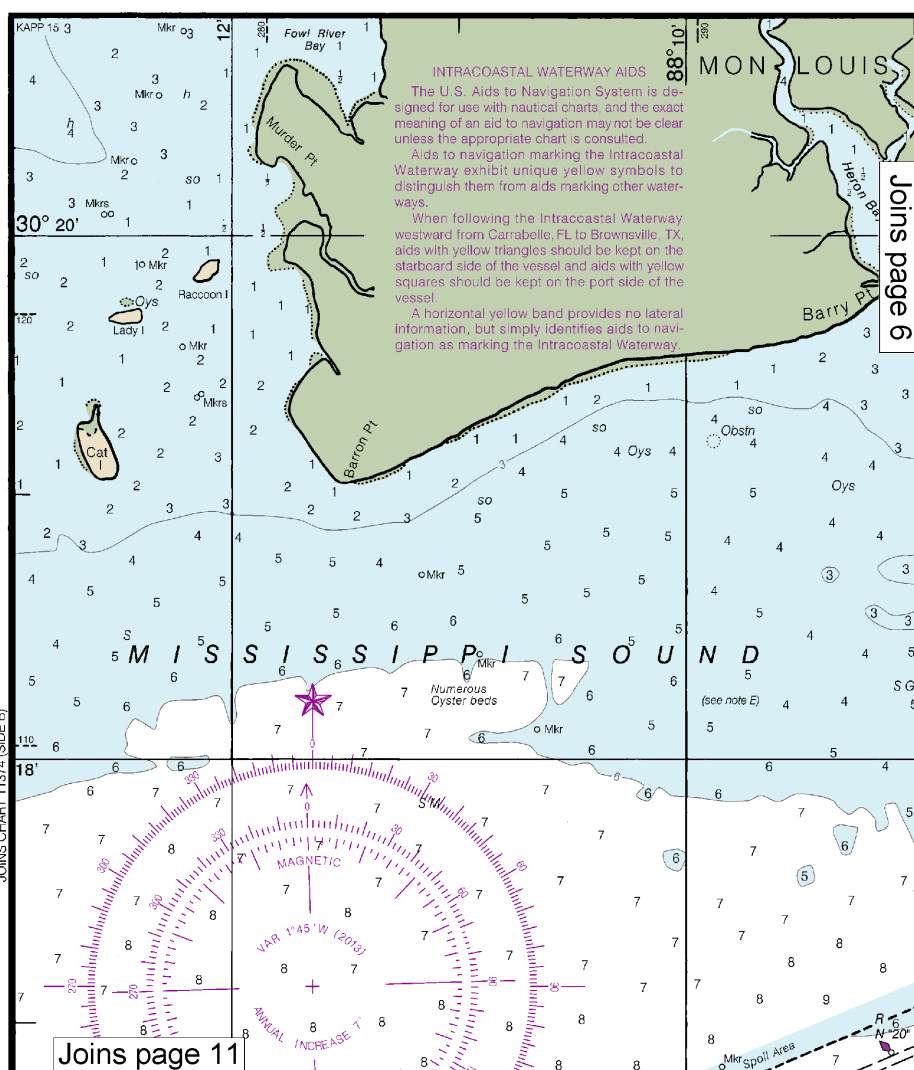
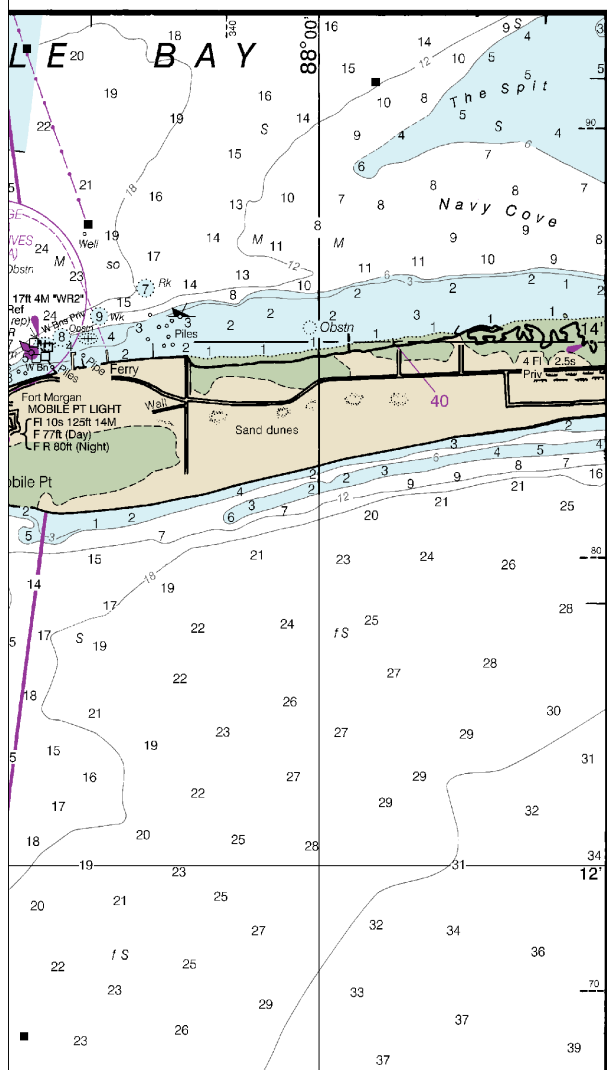
See Note on page 5.





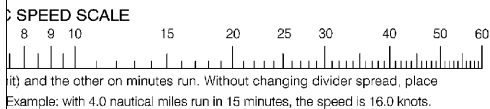
SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.



Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

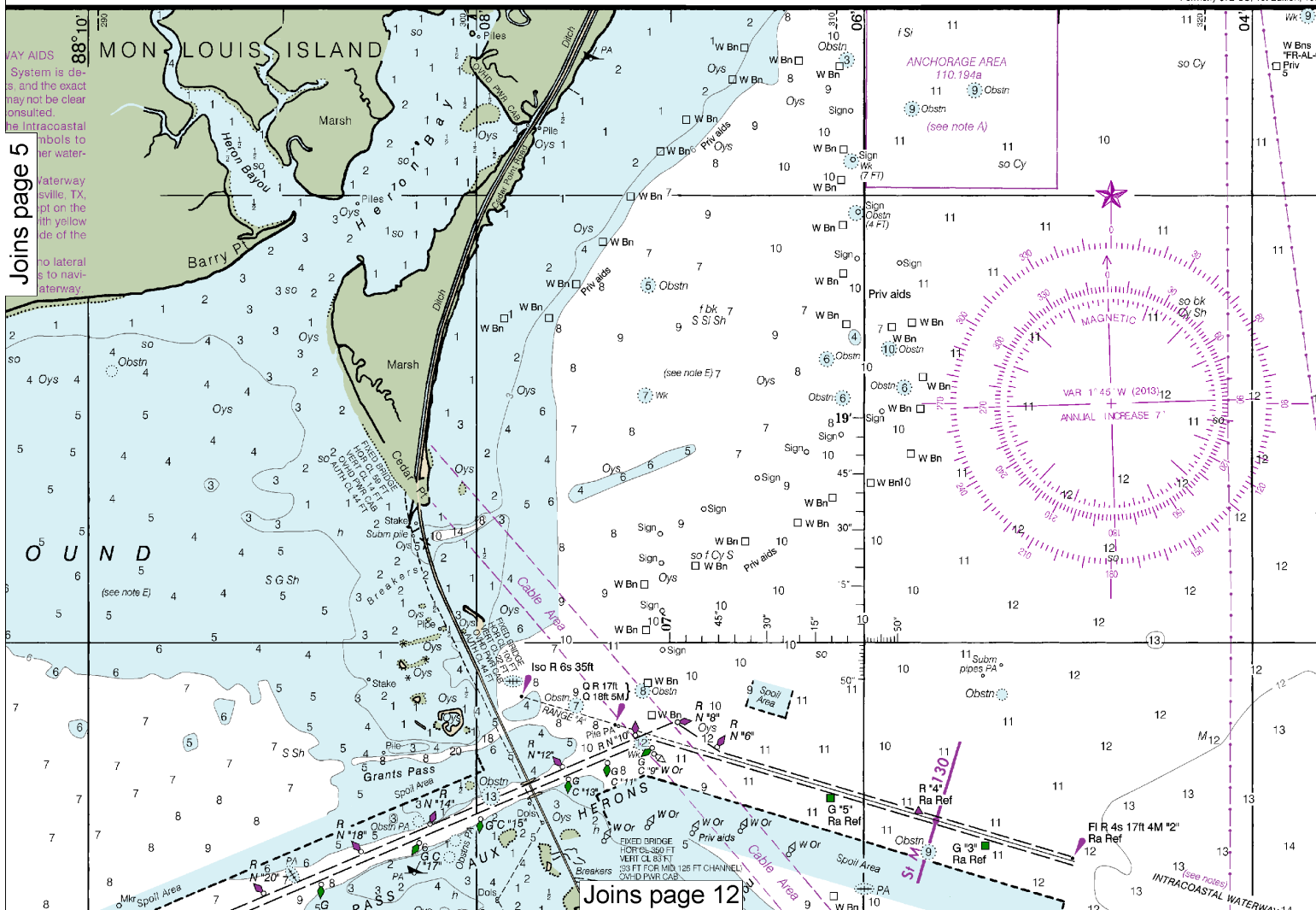
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Formerly 872-SC, 1st Edition, 19



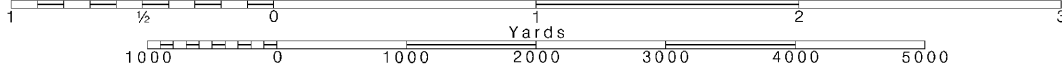
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

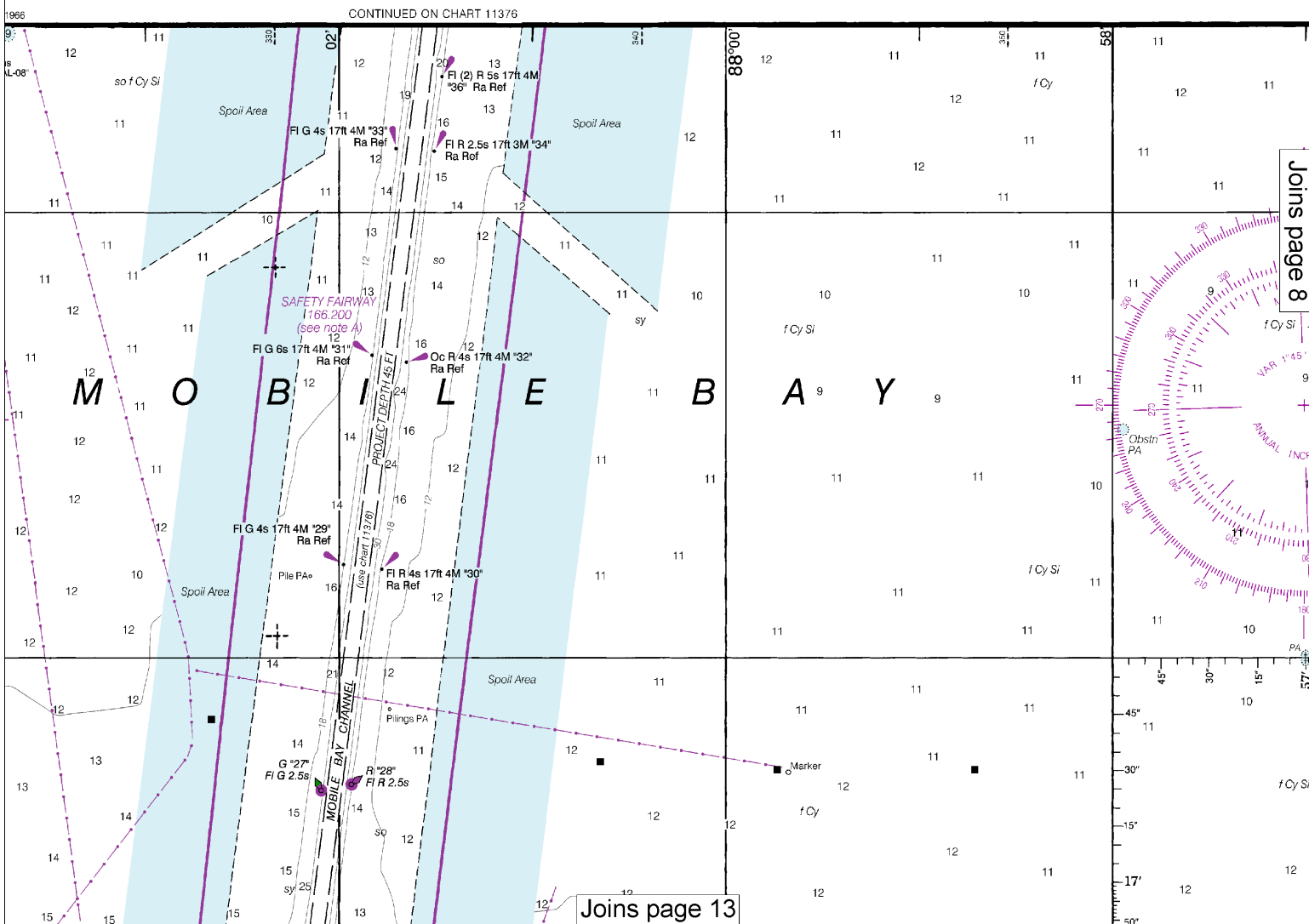
See Note on page 5.

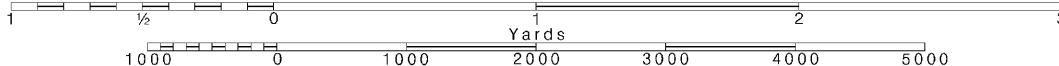
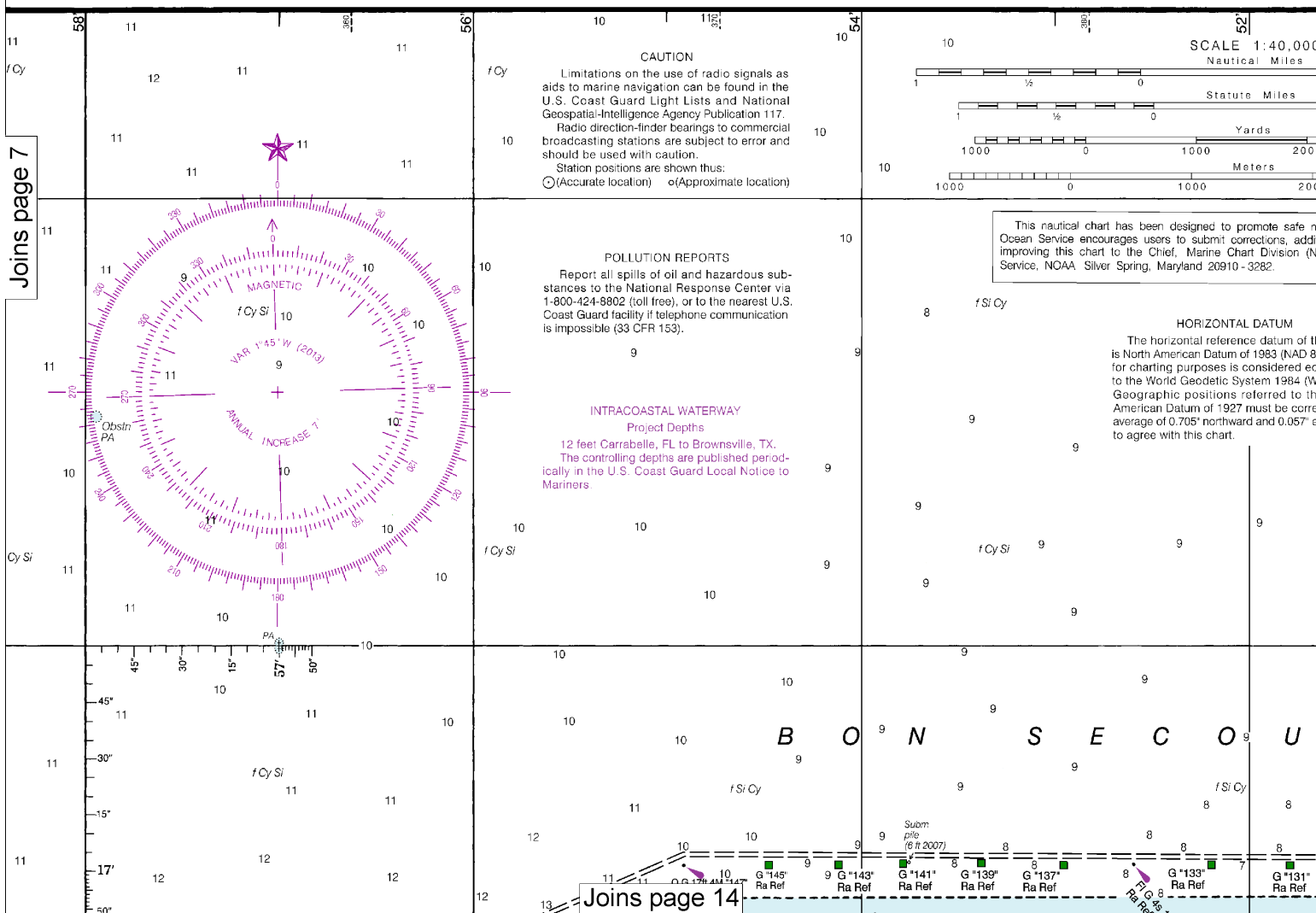


TIDAL INFORMATION

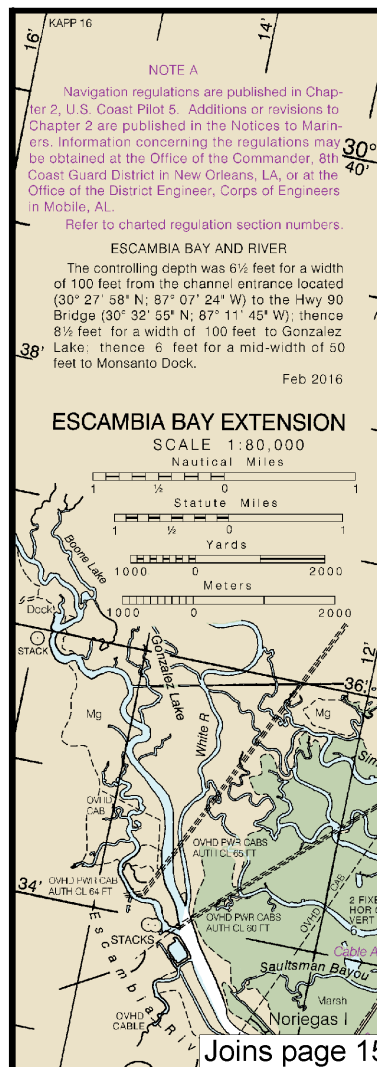
PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
Dauphin Island		(30°15'N/088°04'W)	feet	feet	feet
Warrington		(30°21'N/087°16'W)	1.2	1.2	0.0
Mobile Point		(30°14'N/088°01'W)	1.3	---	---
Bon Secour		(30°18'N/087°44'W)	1.2	---	---
Bayou La Batre		(30°22'N/088°16'W)	1.6	---	---
Fishing Bend		(30°20'N/087°08'W)	1.5	---	---
Lora Point		(30°31'N/087°10'W)	1.4	---	---
Pensacola		(30°31'N/087°10'W)	1.5	---	---
Pensacola Bay entrance		(30°24'N/087°13'W)	1.3	1.2	0.0
Blue Angels Park		(30°20'N/087°19'W)	1.1	---	---
Alabama Point		(30°23'N/087°25'W)	0.7	0.7	---
Millview		(30°17'N/087°33'W)	0.9	0.8	0.0
Gulf Shores		(30°25'N/087°21'W)	0.8	0.8	---
		(30°17'N/087°41'W)	1.1	1.1	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>. (Jan 2013)



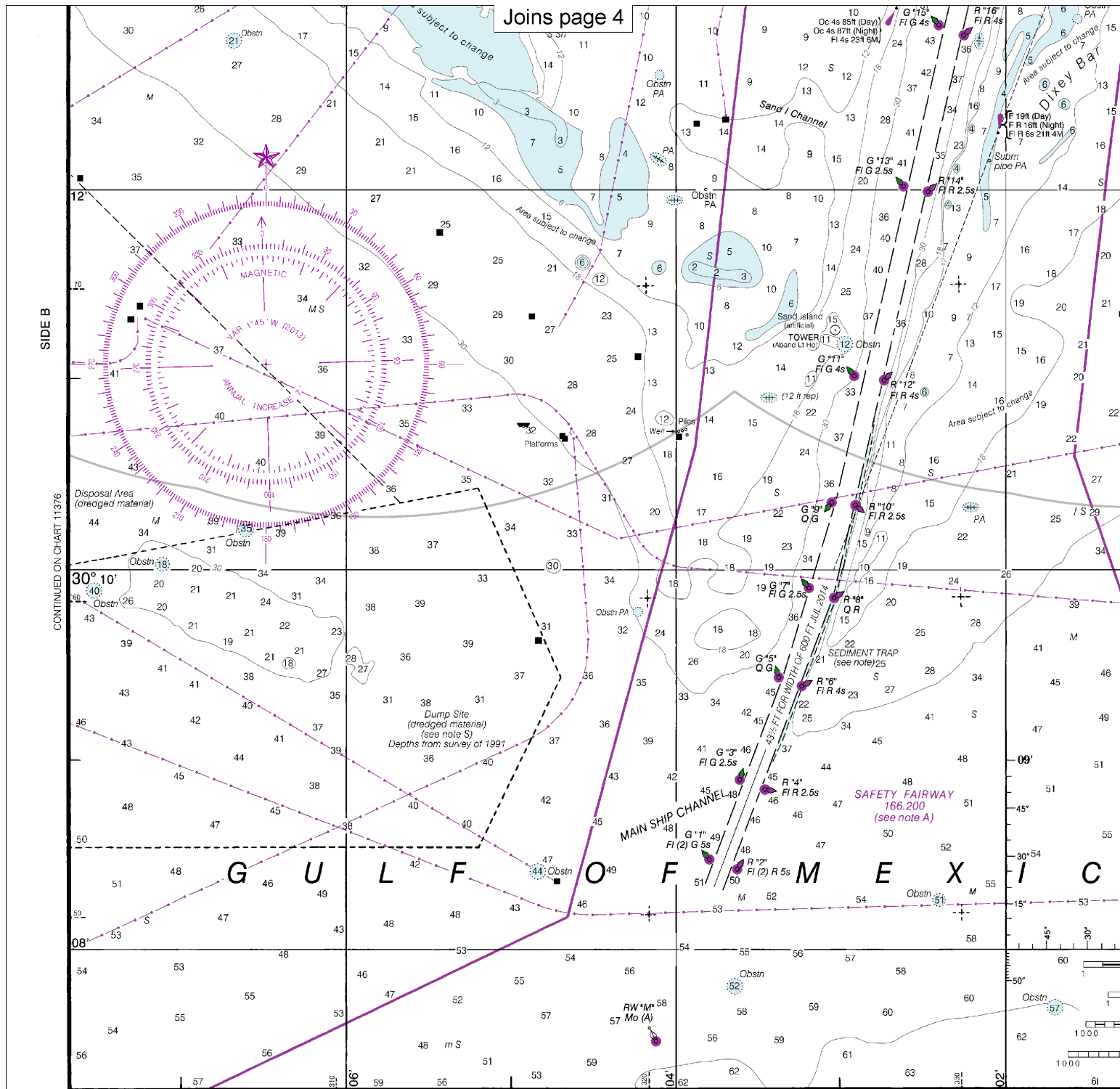


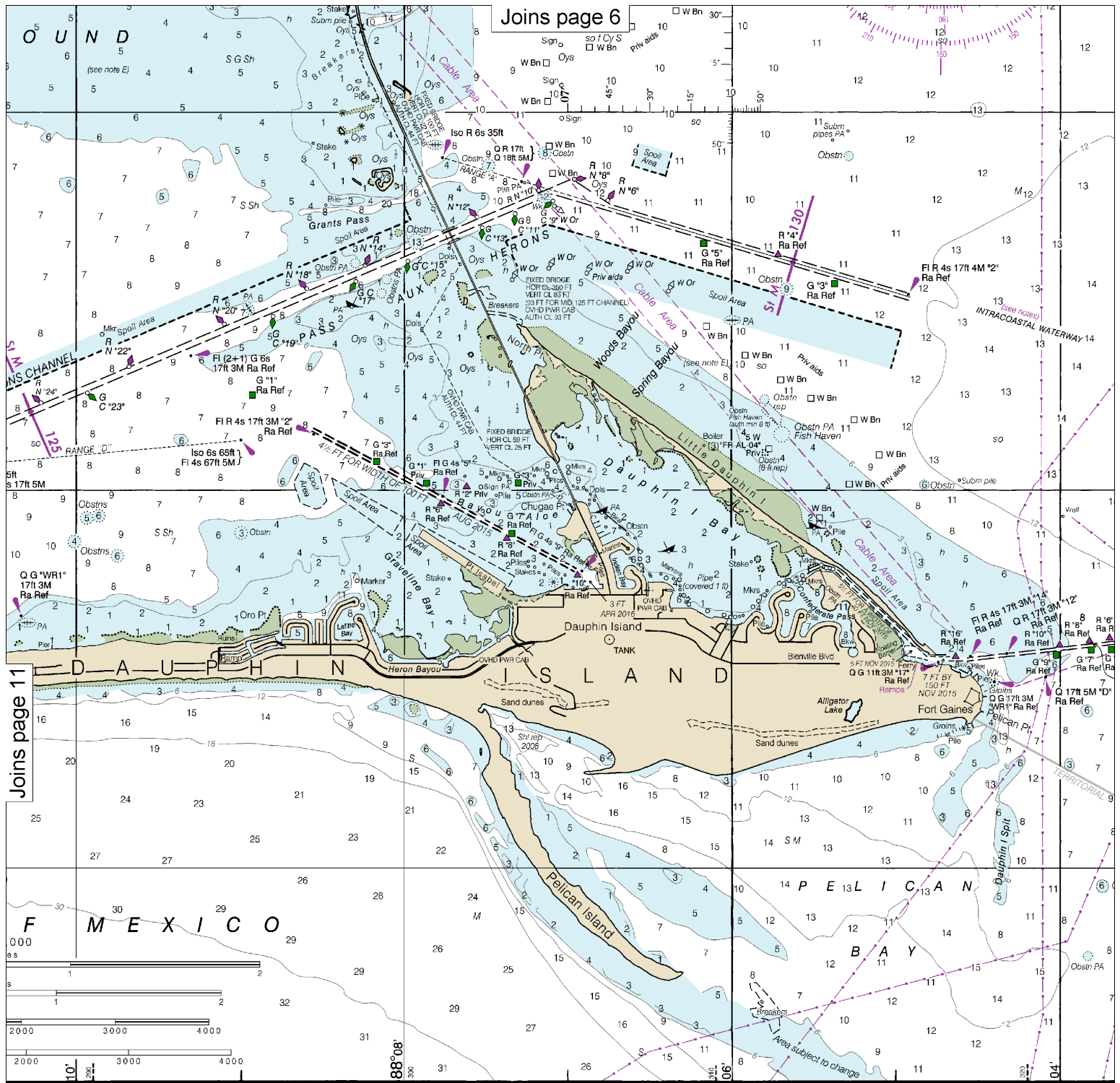
SANTA ROSA SOUND TO DAUPHIN ISLAND



Additional information can be obtained at nauticalcharts.noaa.gov.

Joins page 15





Joins page 6

Joins page 11

TIDAL INFORMATION				
PLACE	Height referred to datum of soundings (MLLW)	Mean Higher High Water	Mean High Water	Mean Low Water
Joins page 18	(LAT/LONG)			

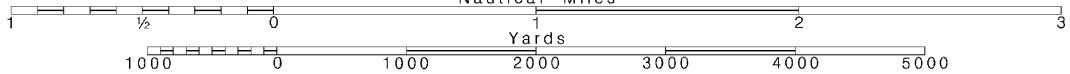
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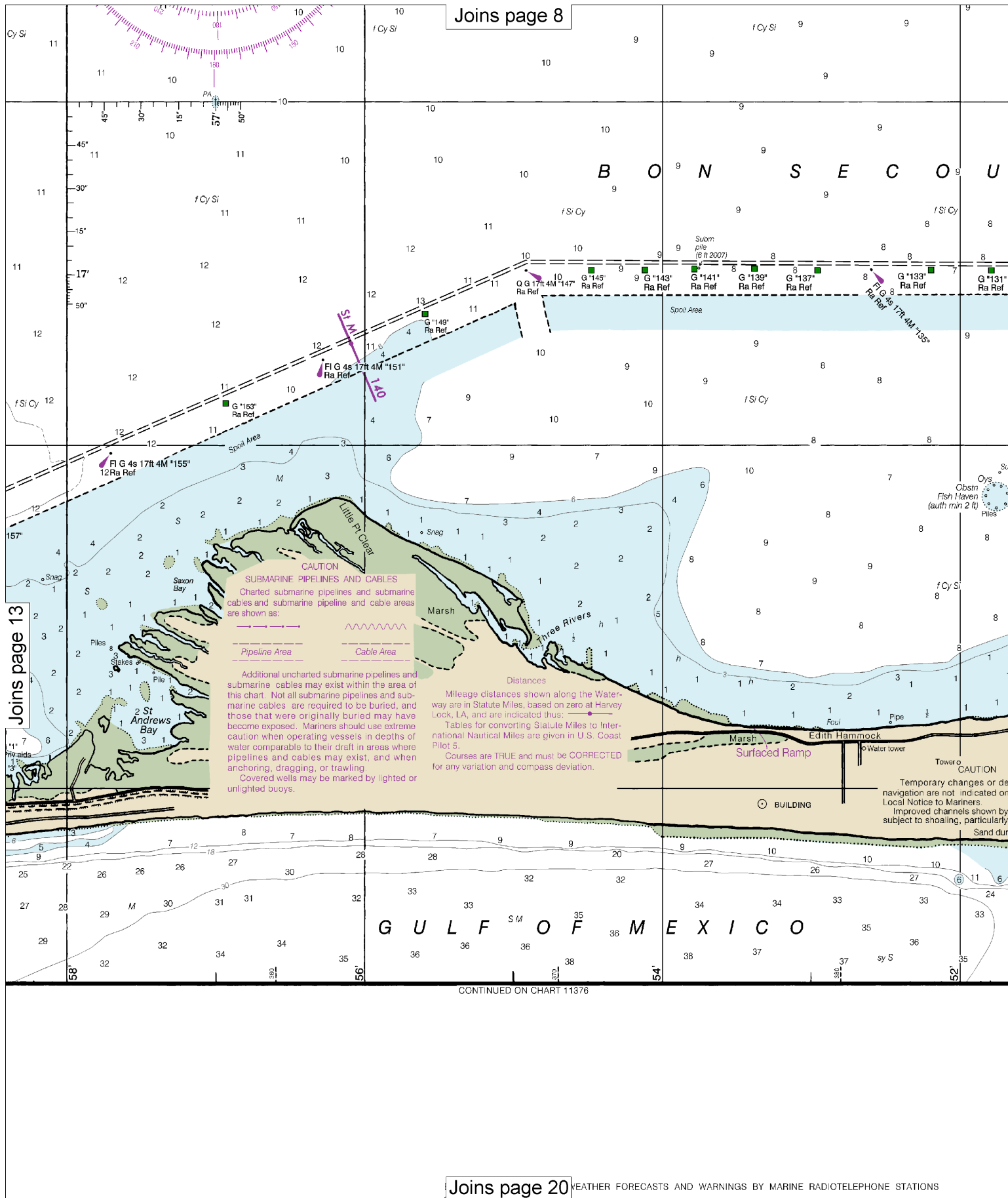
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





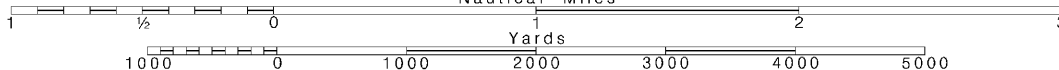
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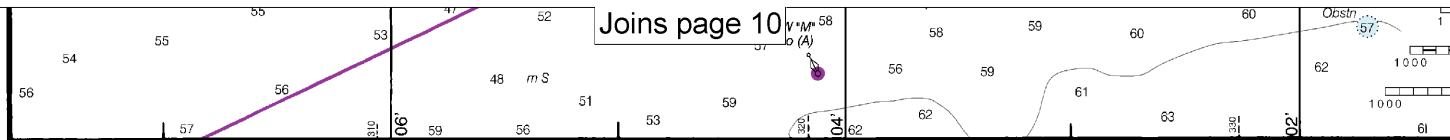
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





11378

CONTINUED ON CHART 11376

RULES OF THE ROAD (ABRIDGED)

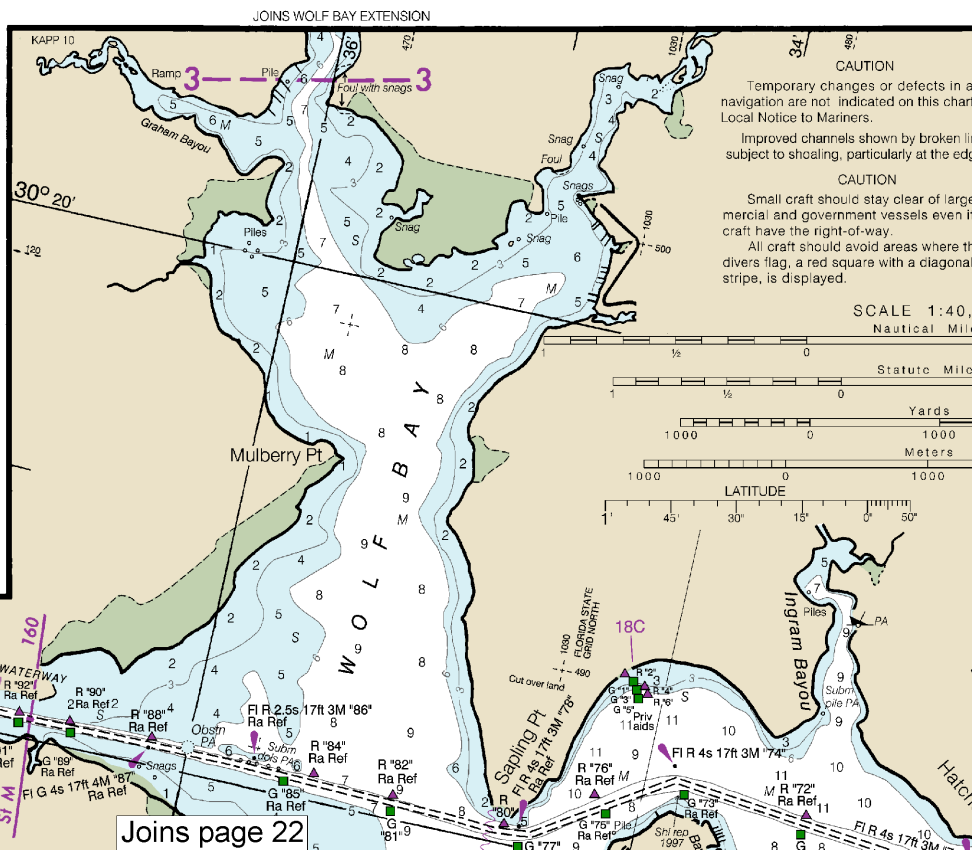
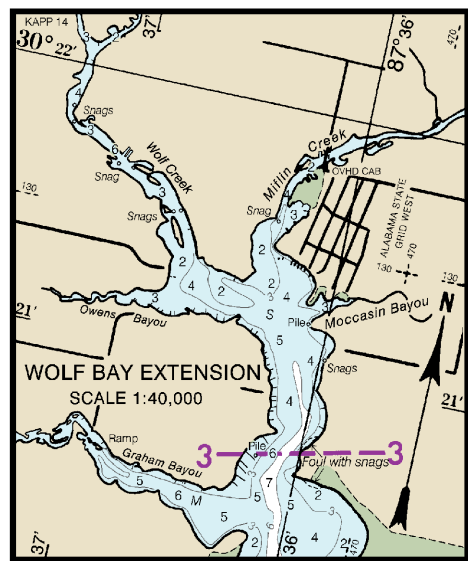
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593



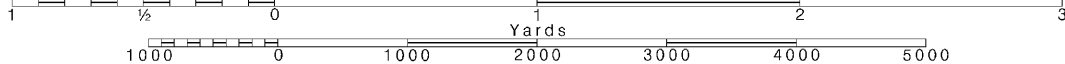
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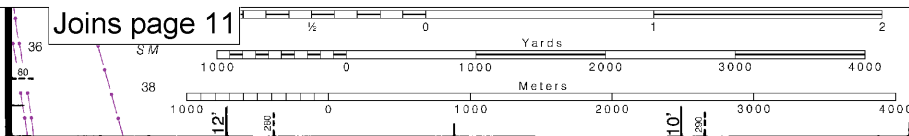
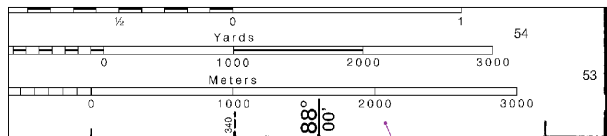
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

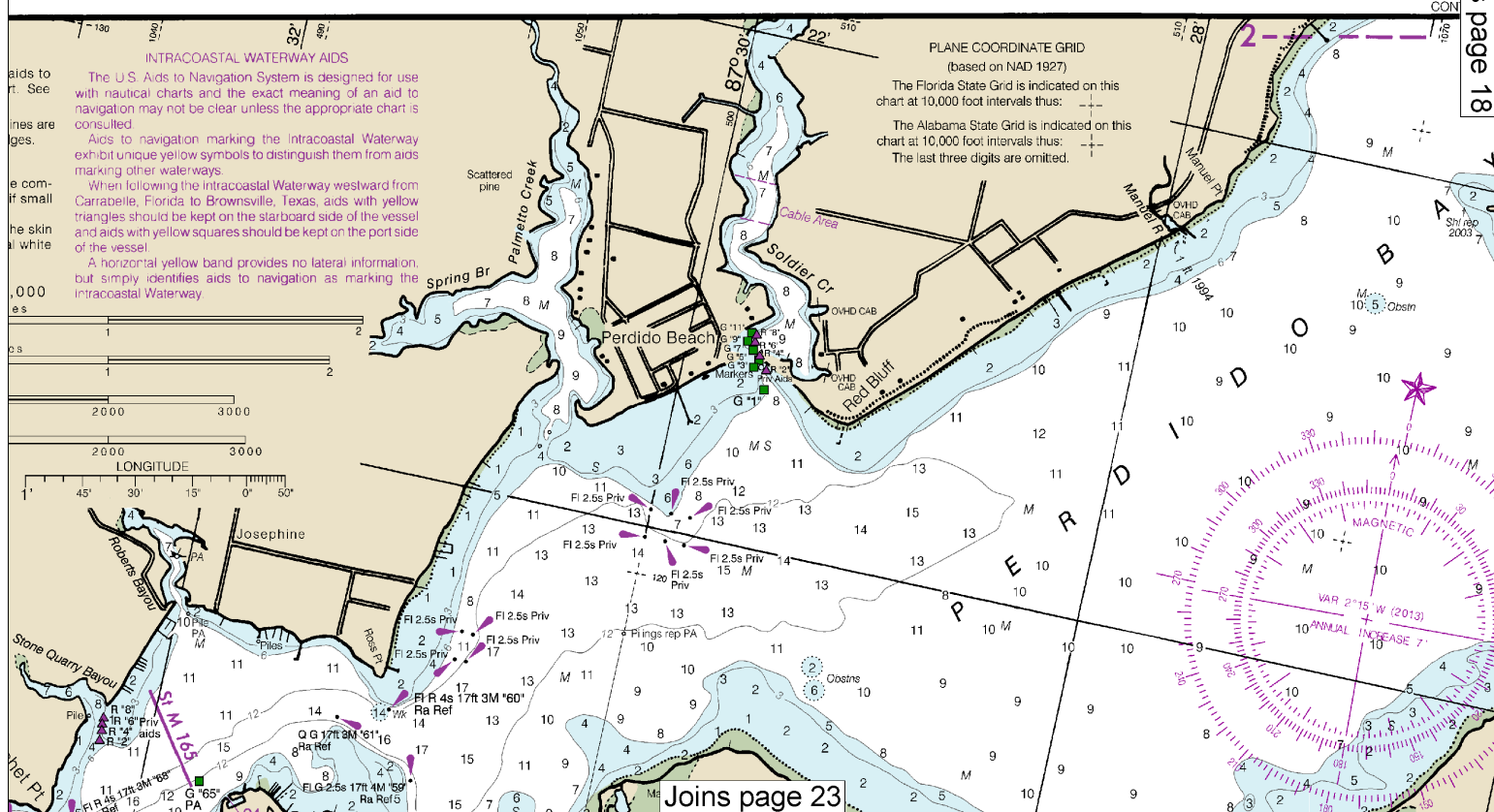




CONTINUED ON CHART 11376

NO.	SMALL CRAFT FACILITY	DEPTHS		SERVICES		SUPPLIES		DIGIT	
		APPROACH FEET (REPORTED)	AT MOORING FEET (REPORTED)	BOAT LIFT	BOAT RENTAL	FOOD	WATER	WATER	WATER
9	HOMEPORT MARINA	A	12	12	B	E			F
10	ROMAR MARINA	A	8	7	B	E			T
16B	ZEKE'S LANDING MARINA	A	6	6	B	E	R	20	M
16C	SAN ROC CAY MARINA	A	6	6	B	E			M
17	ORANGE BEACH MARINA	A	8	8	B	E	HMR	60	C
16B	HAPPY HARBOR MARINA	A	7	6	B	E	S	7	M
18C	BARBER MARINA	A	10	10	B	E	HMR	99	
19	THE MARINA AT THE WHARF	A	9	9	B	E			C
20	SPORTSMAN MARINA	A	8	8	B	E	M		C
24	BEAR POINT MARINA	A	10	8	B	E			M
25	HOLIDAY HARBOR MARINA	A	6	6	B	E	S	M	
29	ROO & REEL MARINA	A	12	6	B	E	S	H	25
33	BAHIA MAR MARINA	A	8	6	B	E	HMR	60	
35	PALAFIX PIER	A	17	17	B	E			
36A	SEVILLE HARBOR	A	8	6	B	E			
38	PIER ONE MARINA	A	11	11	B	E	S	M	
36A	BEACH MARINA, INC.	A	10	8	B	E			C
36G	SANTA ROSA YACHT CLUB	A	10	5	B	E			
40	GULF SHORES MARINA AT FT. MORGAN	B	10	10	B	E			

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS. THE TABULATED "APPROACH FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR OREGED CHANNEL TO THE FACILITY. THE TABULATED "PUMP OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.



Joins page 18

Joins page 23

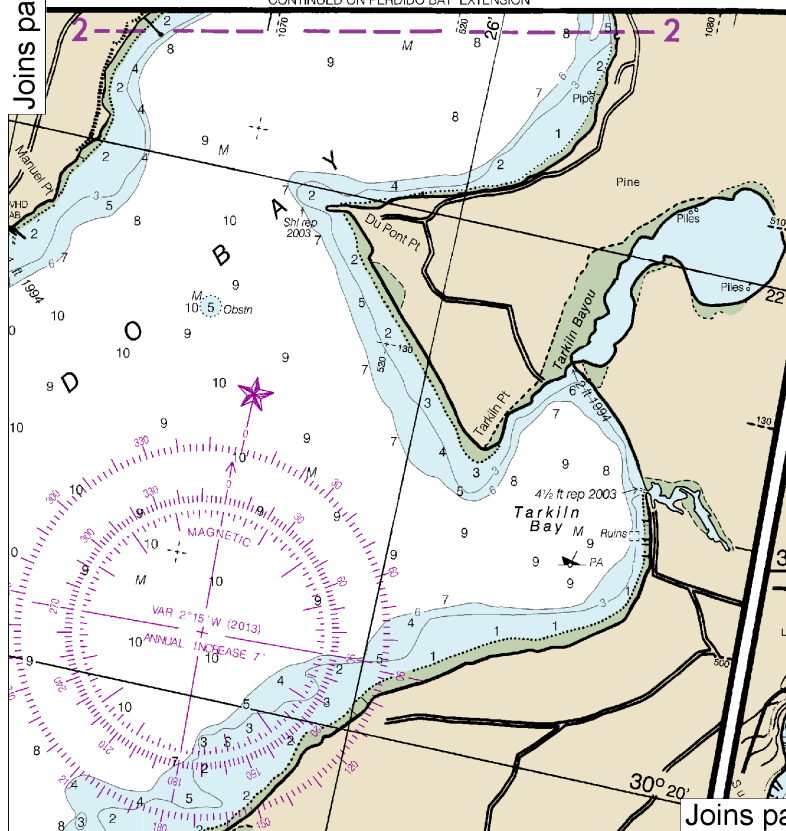
TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean Low Water	Mean Low Water
		feet	feet	feet
Dawphin Island	(30°15'N/088°04'W)	1.2	1.2	0.0
Warrington	(30°21'N/087°16'W)	1.3	---	---
Mobile Point	(30°14'N/088°01'W)	1.2	---	---
Bon Secour	(30°18'N/087°44'W)	1.6	---	---
Bayou La Batre	(30°22'N/086°16'W)	1.5	---	---
Fishing Bend	(30°20'N/087°08'W)	1.4	---	---
Lora Point	(30°31'N/087°10'W)	1.5	---	---
Pensacola	(30°24'N/087°13'W)	1.6	1.2	0.0
Pensacola Bay entrance	(30°20'N/087°19'W)	1.1	---	---
Blue Angels Park	(30°23'N/087°26'W)	0.7	0.7	---
Alabama Point	(30°17'N/087°33'W)	0.9	0.8	0.0
Millview	(30°25'N/087°21'W)	0.8	0.8	---
Gulf Shores	(30°17'N/087°41'W)	1.1	1.1	0.1

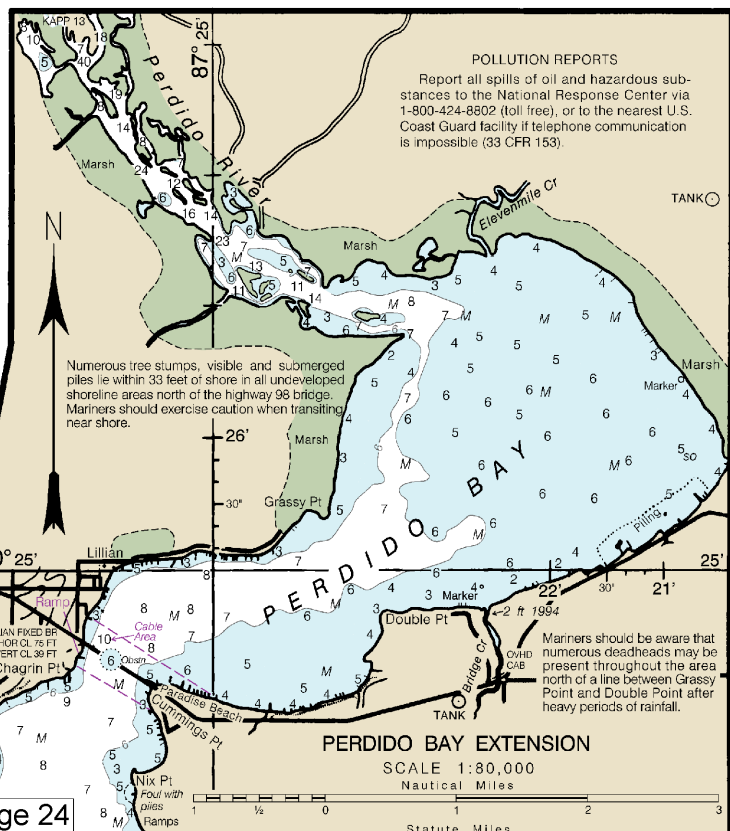
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Jan 2013)

Joins page 17

CONTINUED ON PERDIDO BAY EXTENSION



Joins page 24

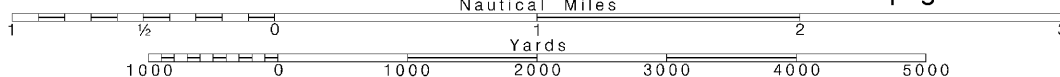


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



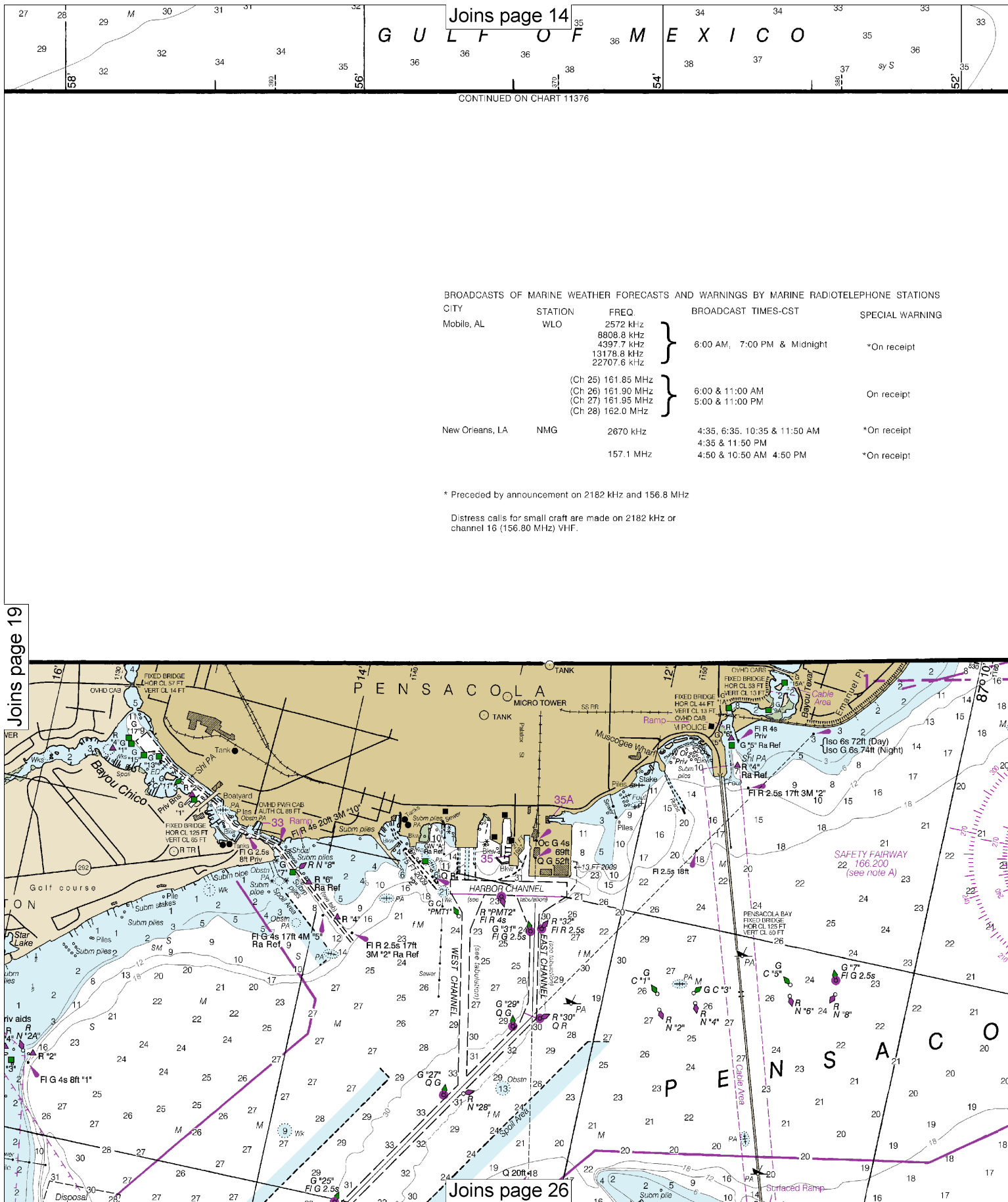
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Joins page 25



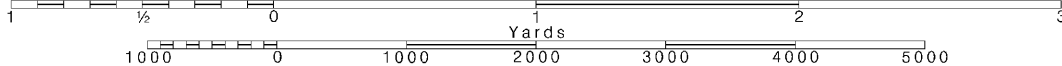
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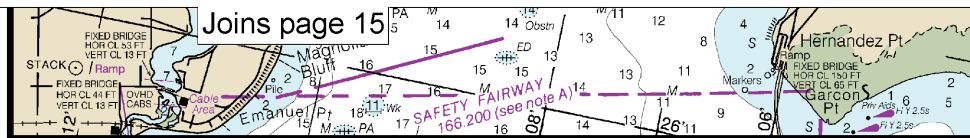
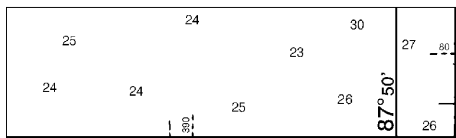
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





CONTINUED ON SIDE A

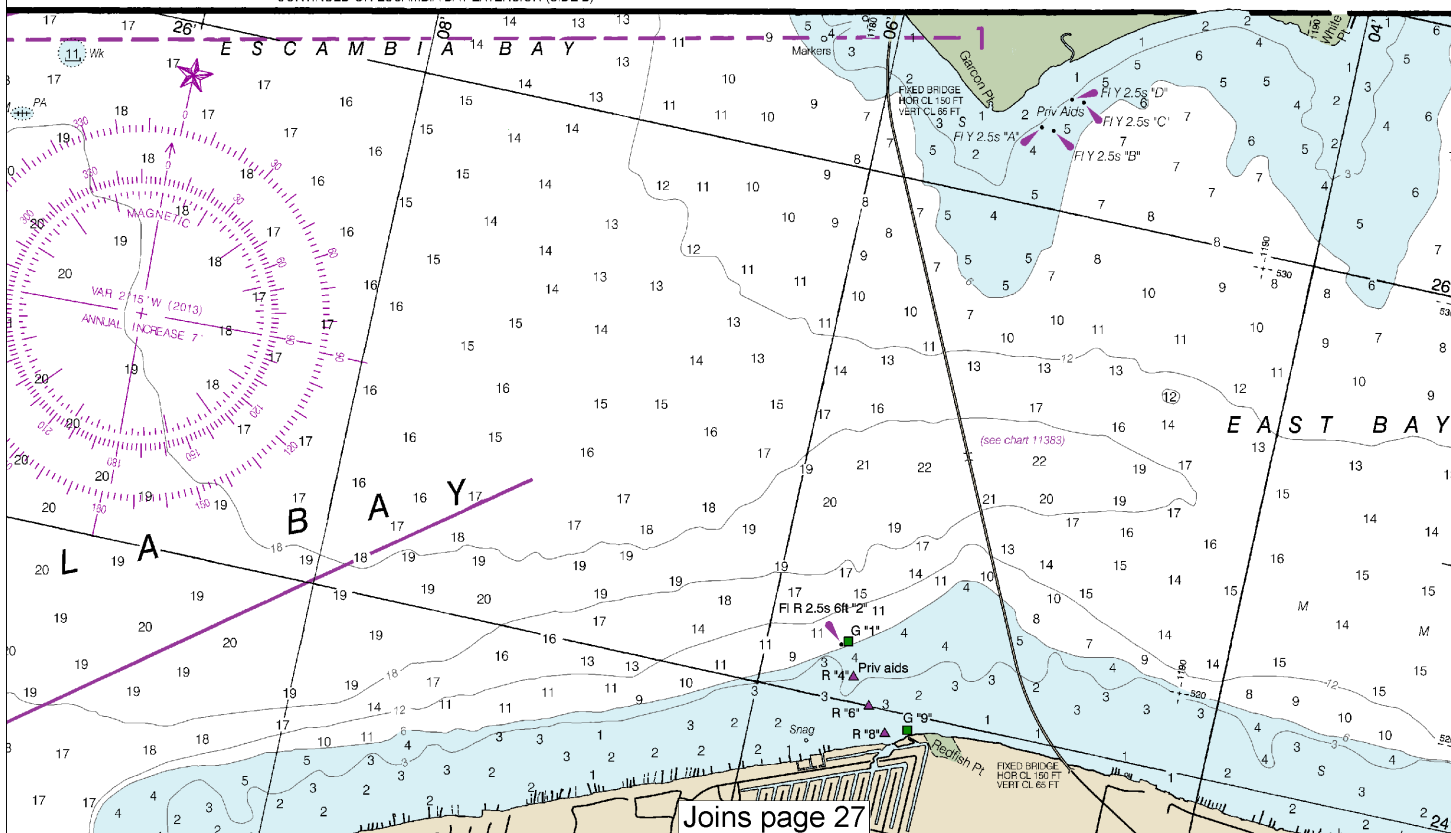
MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Mobile, AL	(251) 633-6443	8:00 AM-5:00 PM (Mon.-Fri.)

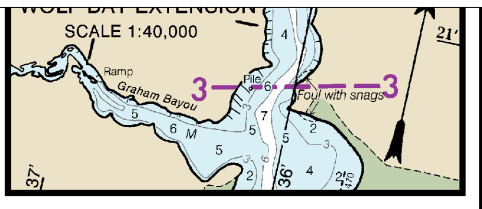
NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ.	BROADCAST TIMES
Mobile, AL	KEC-61	162.55 MHz	24 hours daily
Pensacola, FL	KEC-86	162.40 MHz	24 hours daily
Gulfport, MS	KIH-21	162.40 MHz	24 hours daily

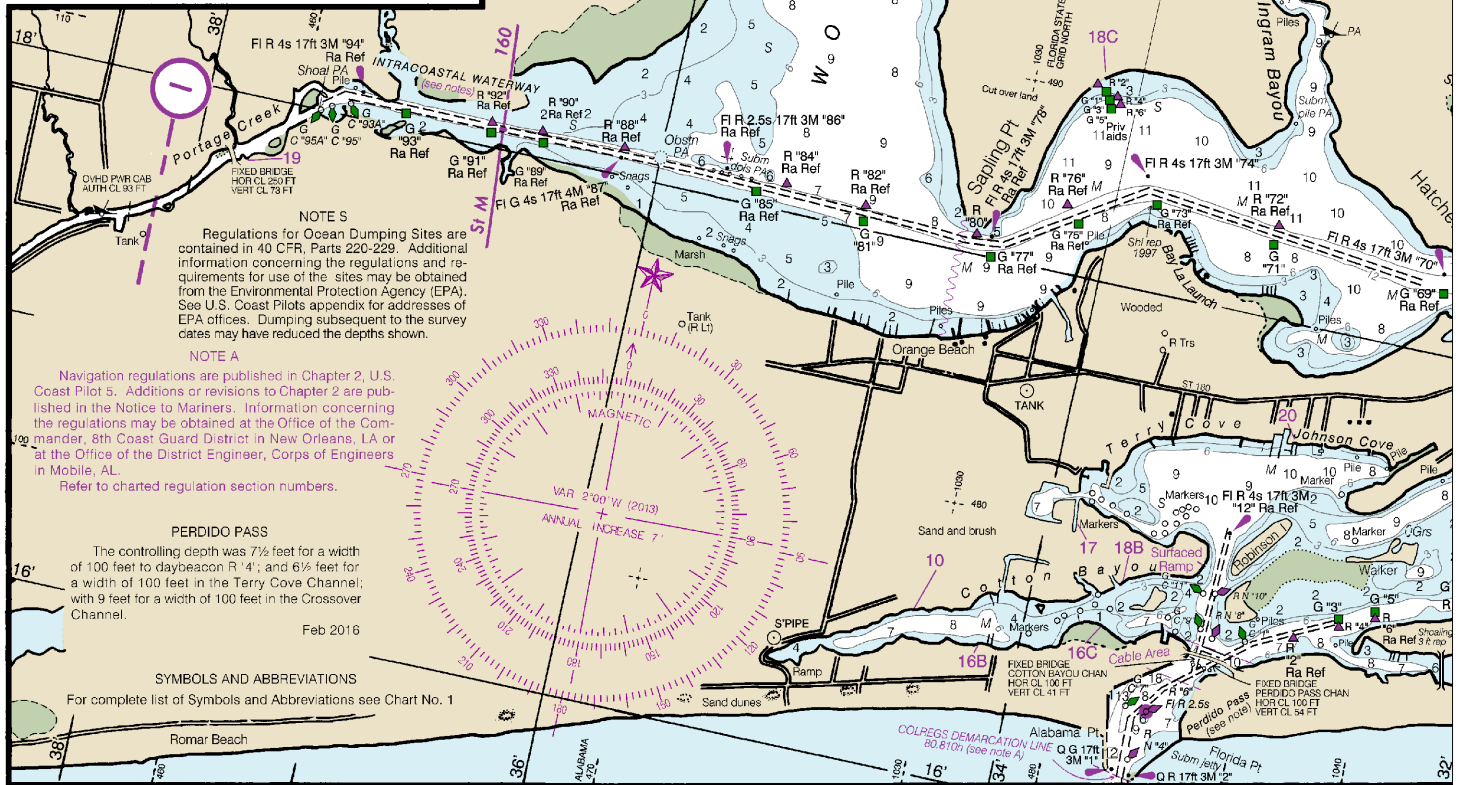
CONTINUED ON ESCAMBA BAY EXTENSION (SIDE B)



Joins page 27

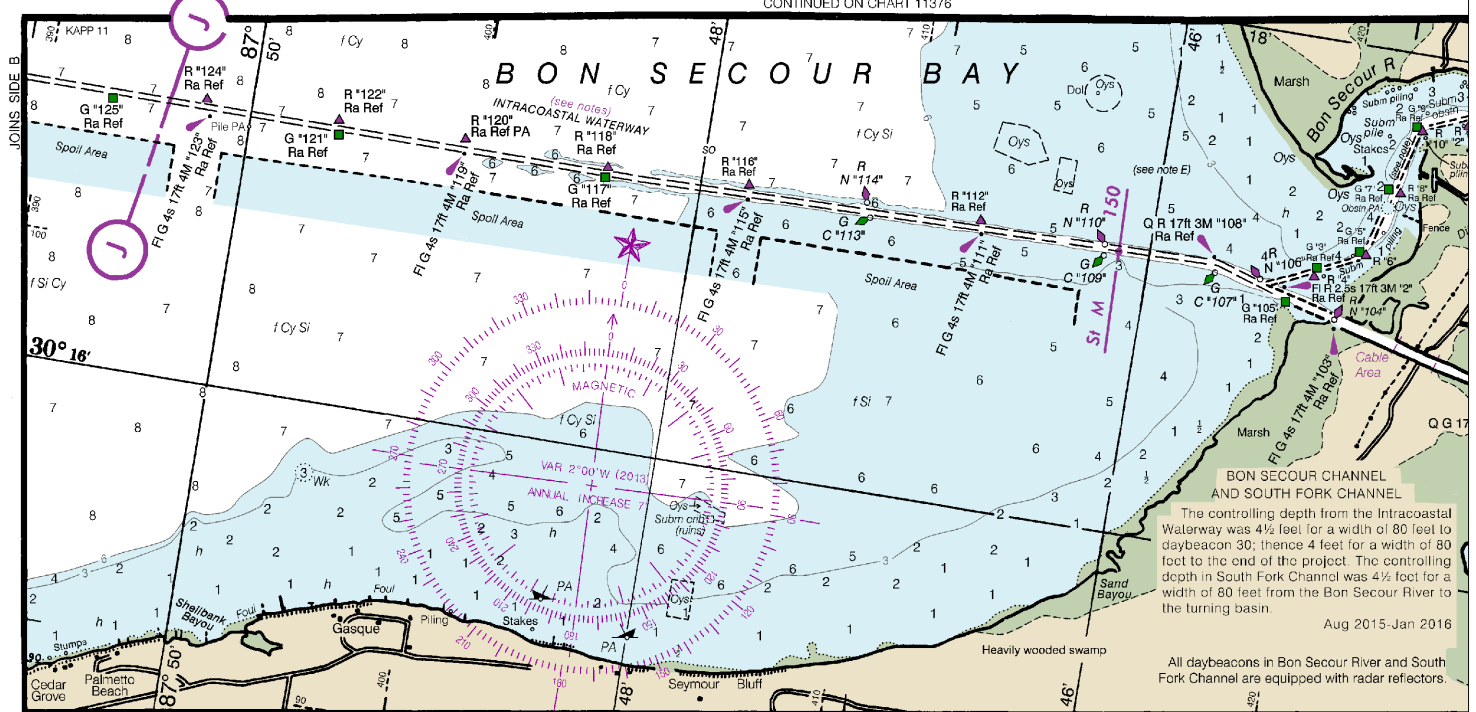


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CONTINUED ON CHART 11376

CONTINUED ON CHART 11382



11378

38th Ed., Apr. 2013. Last Correction: 10/21/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

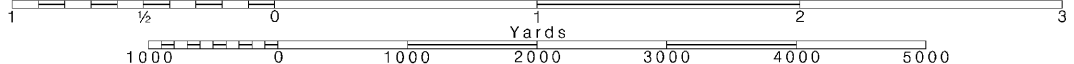
22

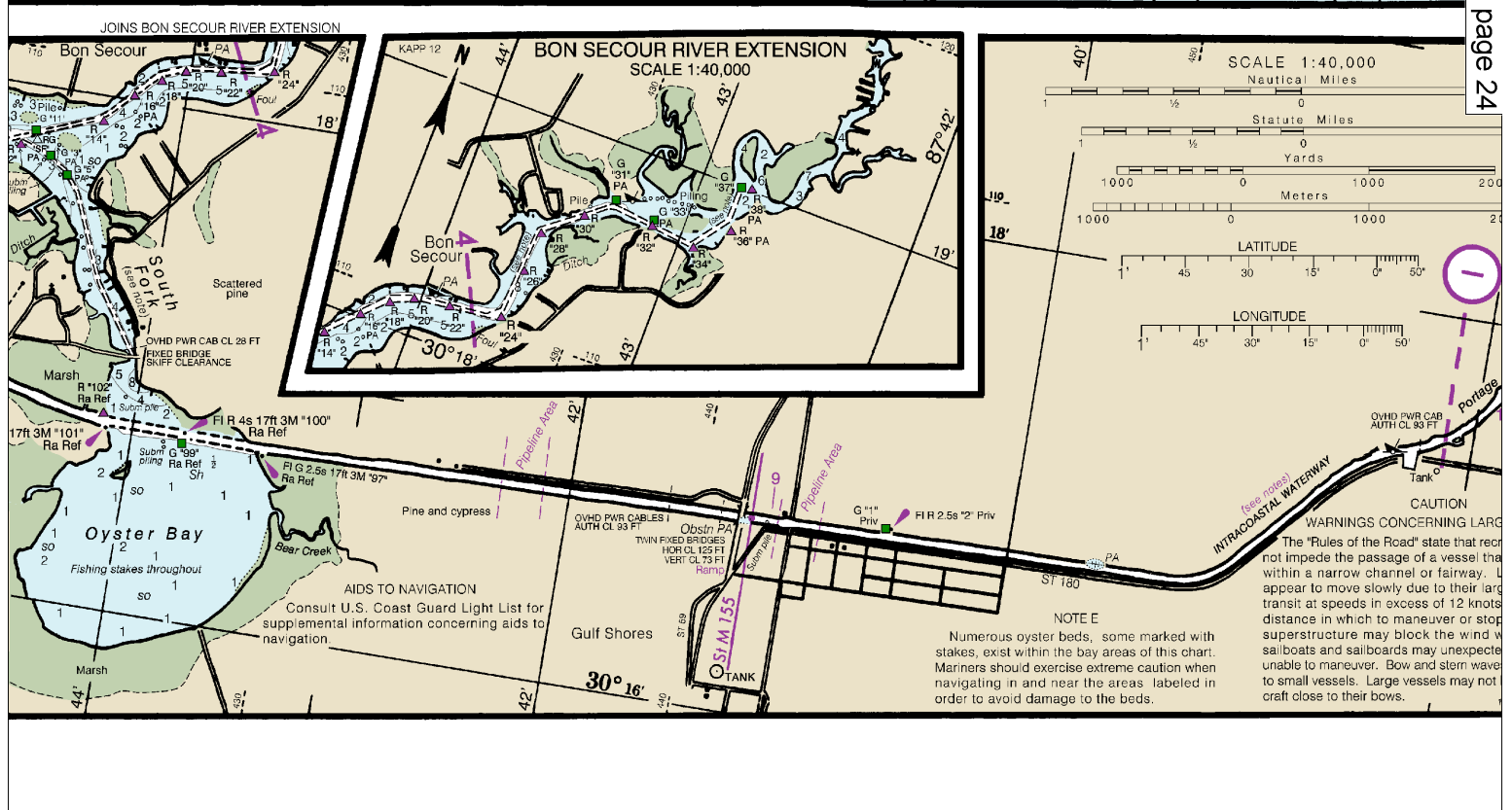
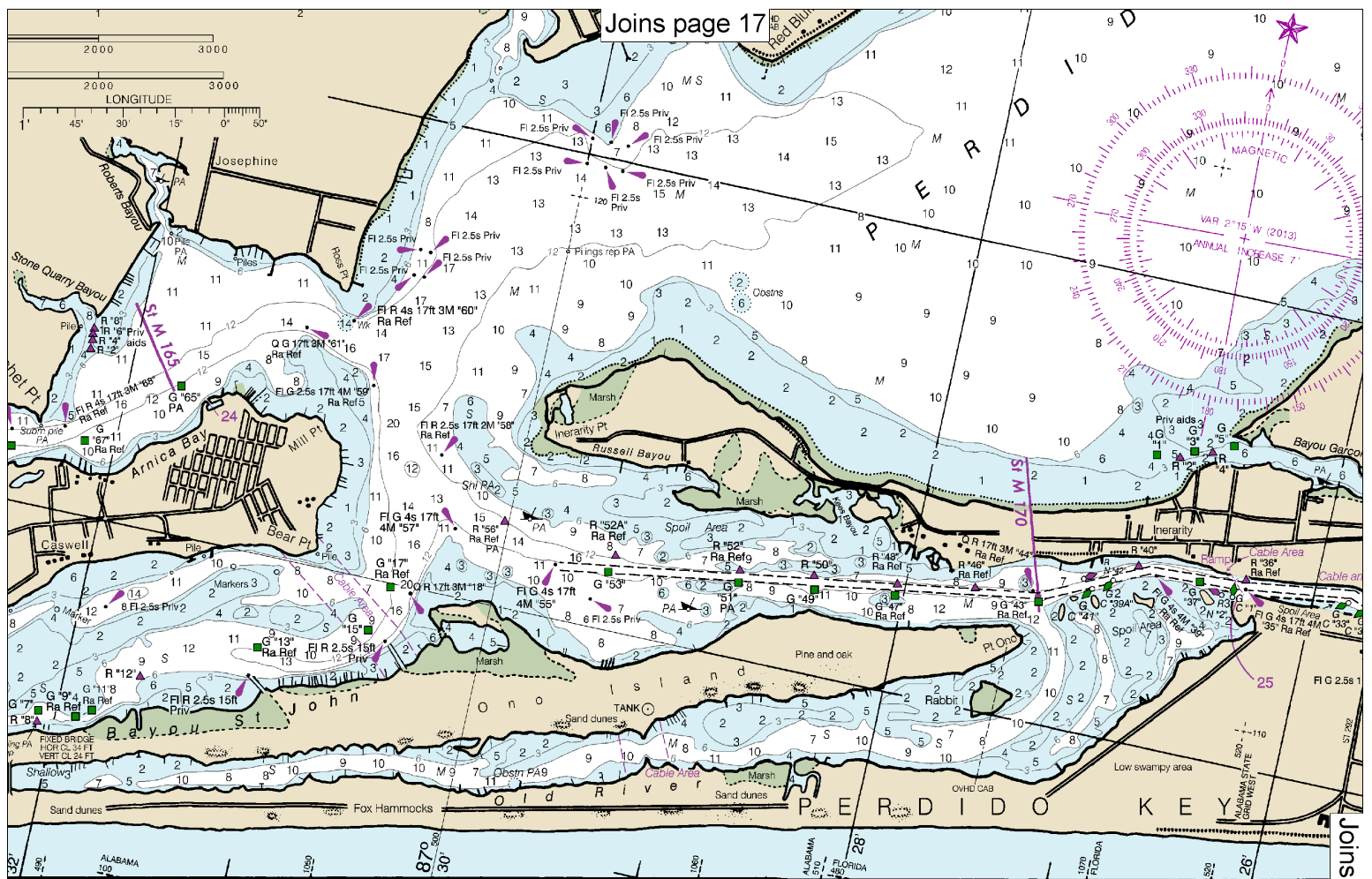
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

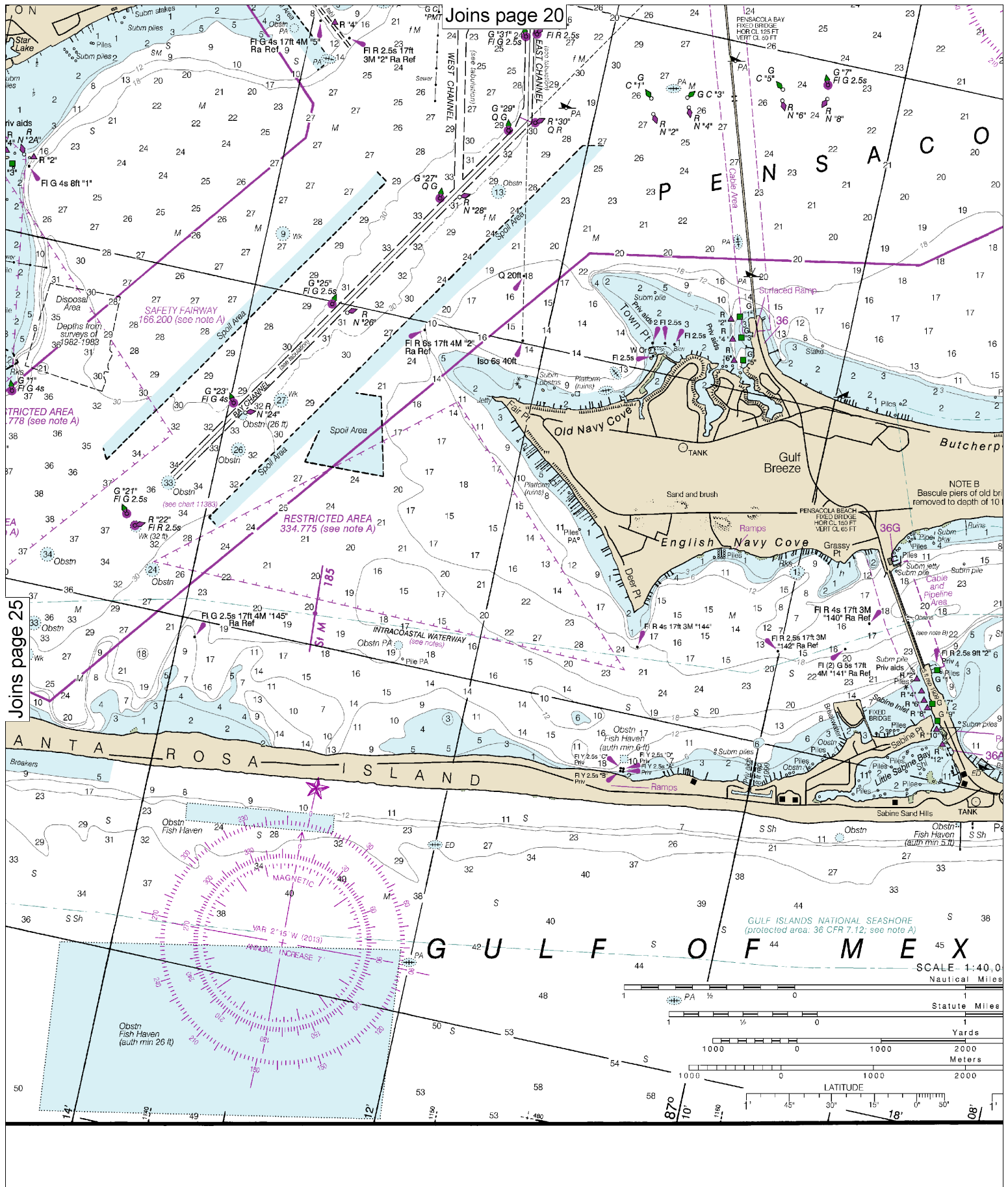
SCALE 1:40,000
Nautical Miles

See Note on page 5.









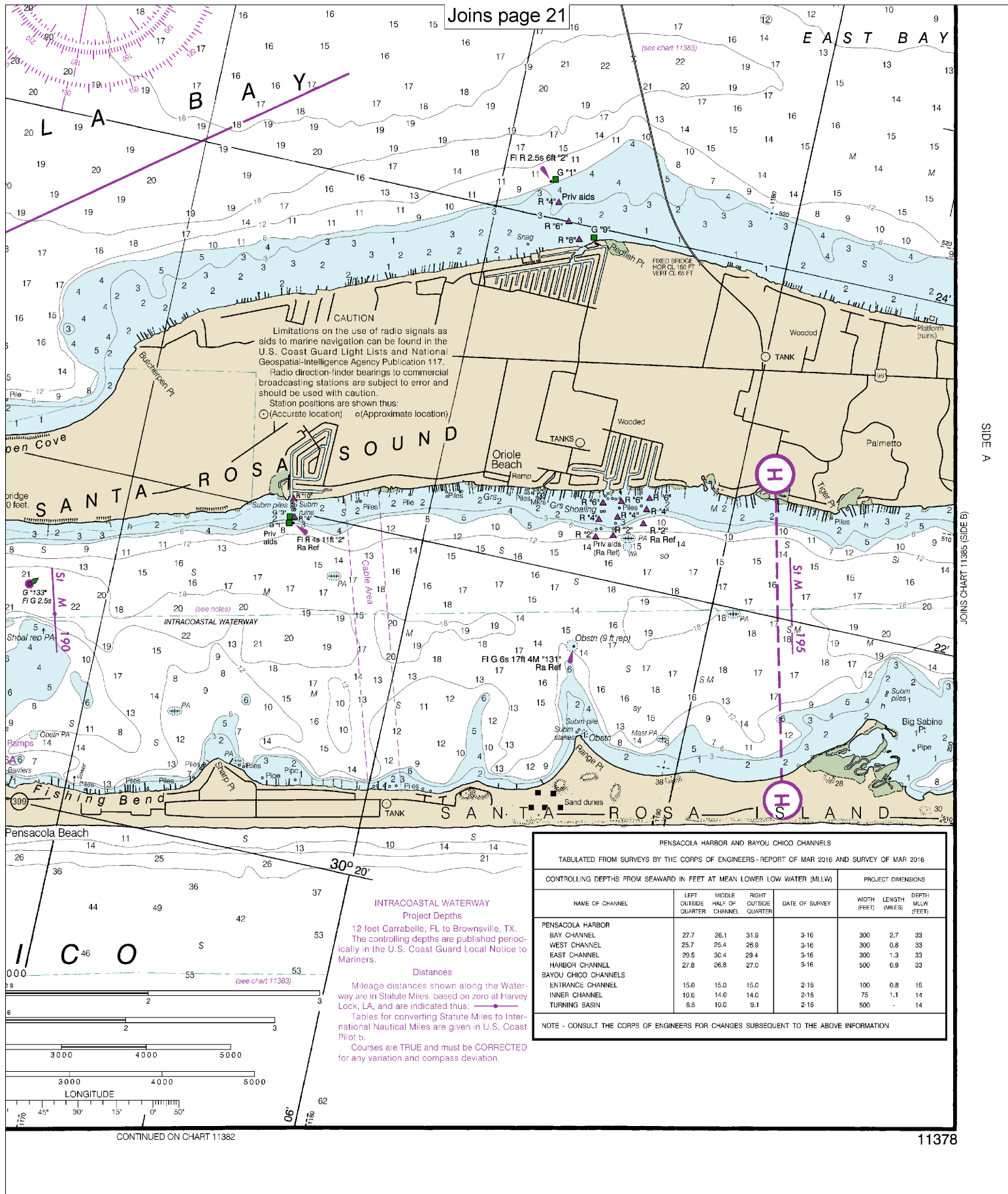
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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EAST BAY

open Cove

bridge 10 feet.

Pensacola Beach

30° 20'

INTRACOASTAL WATERWAY
Project Depths

12 feet Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: —

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

PENSACOLA HARBOR AND BAYOU CHICO CHANNELS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2016 AND SURVEY OF MAR 2016

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
PENSACOLA HARBOR							
BAY CHANNEL	27.7	26.1	31.9	3-16	300	2.7	33
WEST CHANNEL	25.7	25.4	26.9	3-16	300	0.8	33
EAST CHANNEL	29.5	30.4	29.4	3-16	300	1.3	33
HARBOR CHANNEL	27.8	26.9	27.0	3-16	500	0.9	33
BAYOU CHICO CHANNELS							
ENTRANCE CHANNEL	15.0	15.0	15.0	2-16	100	0.8	15
INNER CHANNEL	10.6	14.0	14.0	2-16	75	1.1	14
TURNING BASIN	6.5	10.0	9.1	2-16	500	-	14

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CONTINUED ON CHART 11382

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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.